

BAY BRIDGE DESIGN TASK FORCE
Engineering and Design Advisory Panel
Monday, June 16, 1997
1:00 p.m.
Port of Oakland Board Room
530 Water Street, Oakland

AGENDA

1. Welcome and introductions -- Chair Joseph Nicoletti and Vice Chair John Kriken
2. Approval of draft meeting record for June 2 meeting*
3. Presentation on additional information requested by EDAP -- Denis Mulligan, Caltrans
4. Suggested future role and continuing process for EDAP -- Bill Hein, MTC*
5. Approval of engineering and design recommendations and continuing process by EDAP
6. Other business/public comment

*Attachment



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Engineering and Design Advisory Panel (EDAP)

DATE: June 9, 1997

FR: Deputy Executive Director

RE: Future Role and Process for EDAP

The Legislature and the Governor requested the Metropolitan Transportation Commission (MTC) to adopt recommendations regarding the design and scope for the replacement of the east span of the Bay Bridge. Further, Caltrans set a very ambitious schedule so as not to delay the replacement of this critical transportation link. MTC, in turn, created The Bridge Design Task Force (comprised of Commissioners) and EDAP (comprised primarily of existing Caltrans and BCDC advisory groups) to assist the Commission in developing its recommendations. The Commission looks to this committee, EDAP, to reconcile design and engineering considerations so that the residents of the Bay Area can be assured that they will have a world class bridge. Through your meetings, workshop and deliberations you have demonstrated that you take this charge seriously.

You have already made a number of important recommendations and these are recorded in the approved minutes which are before you. Today you will be deliberating on further recommendations. While we are hopeful that you can reach conclusions with regard to bridge type and alignment, we only want you to make recommendations that you are confident in and which are supported by adequate information. As we are writing this memo, we have not had an opportunity to review any of the information which you requested at your last meeting.

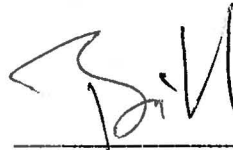
The bridge type and alignment are the two major, interrelated, factors affecting the design, performance and cost of the bridge. Most of you have expressed a desire for a cable supported, signature span over the channel adjacent to YBI. Your recommendations so far do not differentiate between a cable stay, self-anchored suspension or combination of these types for this span. It appears, based on information so far, that not all bridge types will work or be appropriate for both a northern and a southern alignment. The information, both engineering and visual, which will be presented today may allow you to narrow the alternatives.

Irrespective of how far you are able to narrow the concepts, there are many engineering and design details which can not be determined without additional engineering. These details — such as the shape of the tower(s) or the design of the piers — are critical to the overall function and appearance of the structure. In a separate report at the last

meeting, some of you recommended that there be no more constraints on design detail until there is more engineering. This strongly suggests that MTC and this committee should continue to provide continuous design oversight.

Therefore, we recommend that:

- EDAP forward to the Bay Bridge Task Force the recommendations made so far, including bridge type and alignment if sufficient information is available and consensus can be reached.
- Caltrans proceed into preliminary engineering based on the concepts resulting from the current review of EDAP and the Commission.
- Assuming the recommended concept includes a cable supported span, Caltrans should undertake additional design of a viaduct crossing so that an independent assessment of its cost can be made for the Commission and the Legislature.
- EDAP and Bay Bridge Design Task Force should remain in place throughout the preliminary engineering phase to provide continuous review of design and engineering details.



William F. Hein

Bay Bridge Design Task Force
Engineering & Design Advisory Panel
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Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Joe Sullivan	BCDC	
2. Jonathan Maud		12317 ST #202 ^{OAK} 94611
3. RAFAEL MARTINEZ	THCI	825 Battery St. SF. CA 94111
4. Sajid Abbas	u	u
5. Peter Allen	HDR	505 14th ST OAKLAND
6. Bob Glume	HDR	u
7. DARYLE BAILEY	MOFFATT & NICHOL	
8. Mark Swarth	ILF Kaiser	1800 Harrison St Oakland 94612
9. Ray Wilson	PUBLIC AFFAIRS MANAGEMENT	101 The Embarcadero #210, SF CA 94105
10. Erik Zechlin	Caltrans	Sacramento

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Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. WALTER ALLEN	ACUMEN	3636 RHODA AVE OAKLAND, CA 94602
2. <i>[Signature]</i>	PBofD	
3. Tom Cooper	PPJ	2840 Regent Ct San Francisco 94589
4. DARRELL PIEPER	CA CEMENT PROMOTION	P.O. Box 6687 MORAGA, CA 94570
5. John Soderling	City of Oakland, PWA	
6. <i>[Signature]</i>	" "	
7. Rick Wedinham	Port of Oakland	530 Water St., OAK
8. Thomas M. Blalock	ASCE	42666 Sully St Fremont 94539
9. Dobre Baker	Caltrans	
10. Alison Kendall	~r Planning / Treas Island Project	1660 Mission St. SF

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NAME	REPRESENTING	ADDRESS
1. <u>MOE AMIN</u>	<u>CALTRANS</u>	<u>01801 20TH ST</u> <u>SACRAMENTO CA, 95824</u>
2. <u>BILL SMITH</u>	<u>VIRTUAL AGILE</u> <u>MANUFACTURING</u>	<u>9 COMMODORE DR</u> <u>EMERYVILLE CA 94608</u>
3. <u>MIREK OLMER</u>	<u>T.Y. LIN INTERNATIONAL</u>	<u>825 BATTERY ST., SAN FRANCISCO</u> <u>CA 94111</u>
4. _____	_____	_____
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PRESS
Bay Bridge Design Task Force
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NAME

REPRESENTING

1.

Dave Trilla

KCBS Radio

2.

Lynne Melendez

KGO TV

3.

F. Dinklespey

SJ Merc

4.

~~Alison K~~

5.

Jeff Shuttleworth

Bay City News Service

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